

Appendix B, Section 10

Suggested Changes to Movement and Streets Supplement

Reference	Originator	Suggested Change
General comment	CBC Highways	Supplements should be reordered to reflect importance of street layout and design in developing a scheme. Agree to reorder the supplements so that Movement and Streets is section 2. Other supplements to be reordered.
General comment	CBC Highways	Supplement sections to be reordered to reflect sustainable transport hierarchy (pedestian and cycling sections to come before vehicles).
Introduction	CBC Highways	Replace cover picture to reflect a used street (pedestrians, cyclists, parked cars) in a CBC context
10.01.02	CBC Highways	Replace 'typology' with ' types '
10.01.02	CBC Highways	Lack of reference to access and movement, which are the overarching principles that apply to each subsection. Add reference in the intro paragraph: "This design supplement addresses aspects of design with respect to the design of streets as places which are accessible to all , functional, and accommodate movement and are appropriate to their context."
10.01.03	CBC Highways	Revise paragraph 10.01.03 to read and amend subsequent paragraph numbering: The scope of guidance in this supplement broadly follows that in Manual for Streets and reference should be made to this document in designing schemes. For roads outside of settlements and major developments, or which are major distributors, the guidance found in the Design Manual for Roads and Bridges is still broadly applicable.
10.01.03 (2)	CBC Highways	Revise first sentence to read: "It is essential also to consult the main supplement on Placemaking Principles which sets out... Revise last sentence to read: "It also sets out the Council's parking standards and general principles for designing for movement and accessibility as well as parking standards "
10.02.01	CBC Highways	Delete final sentence

10.02.02	CBC Highways	<p>Amend second sentence of the paragraph to read: “Well designed linkages to adjacent areas are vital in ensuring the development is well integrated within the area and accessible by walking, cycling, public transport or car”</p> <p>Include reference to LTP3 at the end of the paragraph: “The Council’s Local Transport Plan 3 and supporting strategies should be used to inform the design process from the outset”</p>
10.02.03	CBC Highways	<p>Delete ‘and type’ from the first bullet point</p> <p>Amend 3rd bullet point to reflect route hierarchy (main, access, minor): “Whether it is a main, access or minor route”</p> <p>Replace ‘and’ with ‘or’ in the final bullet point</p>
10.02.04	CBC Highways	<p>Insert reference to more major roads for larger developments:</p> <p>A development may typically incorporate all or a selection of three functional street types: main street, access street and minor street. “This section of the Design Guide sets out the parameters and guidance for designing these three functional street types. Larger developments may also require more major roads which are not covered in the scope of this Design Guide. In these cases reference should be made to the Design Manual for Roads and Bridges (DMRB).”</p>
10.02.05	CBC Highways	<p>Replace ‘modelled’ with ‘assessed’ in the first sentence.</p>
Table (page 5)	CBC Highways	<p>Insert figure number and heading to the table: Figure x: Typical characteristics</p> <p>Replace ‘may’ with ‘must’ in the third box in Minor Street.</p> <p>Insert following caveat “The peak flows given within this table are indicative. The actual peak flow of vehicles will be influenced by the context of the site, such as whether it’s urban or rural, or a through route, town centre or industrial area for example.”</p> <p>Add additional row setting out suitability for pedestrians and cyclists. To be revised in consultation with CBC Highways.</p>
Table (page 5)	Barton Wilmore and DLA	<p>Alter text in parameters table to read ‘over 200 vehicles for’ main street</p>
Fig 10.02	CBC Highways	<p>Amend the key to the image:</p>

		E – Replace ‘way’ with ‘ street ’
10.02.06	CBC Highways	Revise paragraph to read: “Once the movement function of the individual streets has been determined, consideration should be given to their character. Streets with similar functions may have completely different characteristics depending on their context and location, and may display characteristics of two or more of the following examples. These are some examples of street character types and are not an exhaustive list. In designing schemes the context and location of the site is likely to influence character. Section x of Placemaking Principles sets out the different character types and typical design cues that will influence a scheme.
10.02.07	DLA and CBC Highways	Reorganise the images on pages 7-9 to reflect functional street types. Replace figures (10.04;10.13;10.16;10.18;10.19) to provide more realistic and locally contextual photographs.
10.02.08	CBC Highways	Replace first two sentences of introductory paragraph with: Having identified some street character types in the previous section, this table sets out the key parameters which should be followed in designing the three types of functional street types – main, access and minor. Some of the parameters may be subtly varied to create streets with different characters, for example widths of carriageways, footpaths and verges. Add additional sentence at the end of the introductory paragraph: In designing shared spaces the parameters in this table should be followed where appropriate. Some more specific guidance and parameters in relation to level surface streets are included in section x.
Street parameters table	CBC Highways and DLA	Repeat headings on the second page Change first heading to Street character types Delete ‘ no more than ’ from main streets in relation to target speed. Amend carriageway widths in access street and minor street to read: 4.8m - 5.5m (may be reduced to a minimum of 3.7m - 4.1m for pinch points). Sufficient inset parking bays must be integrated into the street. In main street and access street amend bus carriageway width to 6.5m

		<p>Add minimum 2.0m to footway width on all street types</p> <p>Add minimum 3.0m to shared footway and cycle way</p> <p>All street types should include the following verge widths: Minimum of 2.0m or sufficient to accommodate suitable landscaping.</p> <p>On street parallel parking bays should be 6.0m x 2.4m. Delete end bay dimensions.</p> <p>Insert dimensions for echelon and perpendicular parking bays being 5.0m x 2.5m</p> <p>Amend junction sightlines to 2.4m x 43m (main street), 2.4m x 25m (access street), 2.4m x 17m (minor street)</p> <p>Delete (25mm drop kerbs) from access street and minor street under 'direct access to properties'</p>
10.03	CBC Highways	Rename section heading: " Accommodating parking within design "
10.03.01-10.03.04	CBC Highways and DLA	Delete paragraphs 10.03.01 – 10.03.04 and renumber the remaining paragraphs.
Figure 10.25 Page 12	CBC Development Management	Reword to read 'An equivalent of 0.25 spaces per dwelling'
10.03.05	CBC Highways and DLA	<p>Amend paragraph 10.03.05 to read:</p> <p>Accommodating parking is integral to good placemaking. The following paragraphs provide guidance on how car parking can be accommodated on street by providing examples of different types and dimensions. The Placemaking Principles supplement sets out the key principles for accommodating parking within design and provides examples of how parking can be accommodated using a combination of on-plot, off-plot and on-street provision. The Residential Development Supplement provides guidance on garages.</p>
10.03.06	CBC Highways and DLA	<p>Amend 1st bullet point to read:</p> <p>On street parking can be provided on all street types within the functional hierarchy and should be provided in inset bays adjacent to the main carriageway to avoid indiscriminate parking and overhanging of on footways footpaths and cycleways. In situations where echelon parking</p>

		<i>is provided the width of the footpath should be increased to cater for any vehicle overhang.</i>
10.03.06	CBC Highways	Amend 5 th bullet point to read: All on street parking within the extent of the adoptable highway will be unallocated but and will provide parking for visitors as well as residents.
10.03.09	DLA	Amend paragraph to read: 45° parking bays require an overall length of 5.1m 5.3m plus a 3.6m wide manoeuvring area. It is preferable for vehicles to reverse into parking spaces unless this is impractical. Vehicles may access parking spaces by either reversing or going forward. The function of the road will determine the most appropriate option.
Figure 10.29	CBC Highways	Replace parking space dimensions with 5.0m x 2.5m Replace depth with 5.3m
Figure 10.33	CBC Highways	Replace width of parallel with 2.4m
10.03.11	CBC Highways	Delete 3 rd sentence relating to unconfined end bays.
Figure 10.36	CBC Highways	Amend parking space dimensions: Parallel – 6.0m x 2.4m Perpendicular – 5.0m x 2.5m
10.03.14 – 10.03.17; and figures 10.38 – 10.41	CBC Highways and DLA	Section to be revised in consultation with CBC Highways, to include: <ul style="list-style-type: none"> - Reference to detailed guidance as contained within CBC Cycling Strategy (LTP3 Appendix F) and Cycle Parking Standards - General parking standards (number of spaces) and levels of parking considerations - Public parking v private parking dimensions - Strengthen cycle parking key principles

		- Preferred types of cycle parking with photographs of good examples
Section 10.03 & 10.04	Milton Keynes Council Urban Design Team	Swap section 10.03 and 10.04 around – Level Surface Streets follows on from Street Typology and should therefore come before other detailed sections
10.04	CBC Highways	Shared space and level surface streets are different concepts (level surface streets are a type of shared space). Insert an overview section on shared surfaces before Level Surface Streets.
10.04.01	CBC Highways	Amend first sentence to read: Level surface streets are defined as Level surface streets are a specific type of shared space most appropriate to minor streets, and are defined as...
10.04.05	CBC Equalities Officer	Insert paragraph after 10.04.05 about adaptation and design measures that can be used to make these types of streets safer for visually impaired people, and include image to demonstrate. <i>The needs of all street users should be considered from the outset of the design process. If poorly designed, level surface streets can be problematic for some street users particularly blind and partially sighted people. ‘Inclusive mobility – a Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT, 2002) provides advice on accommodating the needs of disabled people in the built environment and much of the guidance remains valid in level surface street settings. The following principles should be adhered to in designing level surface streets:</i> <ul style="list-style-type: none"> • <i>Surfaces should be well maintained and free from clutter and obstructions;</i> • <i>Streets must be legible with identifiable features to aid orientation. Tonal and texture contrast may be used to assist with perceiving boundaries whilst ensuring surface patterns are not over complicated;</i> • <i>The building line should be uncluttered; and</i> • <i>Comfort space for pedestrians at the edge of the street should be provided with opportunities for seating. .</i> Wording to be agreed with CBC Equalities Officer.
10.04.08	CBC Highways	Amend paragraph to read: They are most appropriate for minor streets at the lowest end of the hierarchy, and should not be subject to vehicle flows greater than 20 vehicular movements per hour (which equates to a street serving a maximum of 25 houses).
Figs 10.42 – 10.48	CBC Highways	Replace figures to provide more locally contextual photographs, where appropriate. .

10.04.14	CBC Highways	Amend paragraph to read: In order to emphasise their difference from conventional streets and thus help to vary the character across a development, the preferred surface material for level surface streets must be surfaced in <i>is</i> block paving rather than blacktop asphalt although other surface materials will be considered. Research undertaken for Manual for Streets has furthermore shown that block paving rather than asphalt surfaces helps reduce traffic speeds. The future maintenance of surface materials must be considered and discussed with the Council from the outset of the design process. Further guidance of materials and detailing is included in section 10.06.
Section 10.04.15 Page 22	CBC Development Management	Reference to ' cul-de-sacs ' mis-spelt as 'culs-de-sac' within this section?
Fig 10.49	CBC Highways	Replace figure
10.05.42-10.05.44 (p23)	CBC Planning	Renumber paragraphs to follow 10.04.18
10.05	CBC Highways	Section to be revised in consultation with CBC Highways, to include: <ul style="list-style-type: none"> - Reference to detailed guidance elsewhere 1. Designing pedestrian routes: <ul style="list-style-type: none"> - Objectives - Design criteria - Design considerations 2. Designing cycle routes: <ul style="list-style-type: none"> - Objectives - Design considerations - Sharing the carriageway - Off carriageway cycle tracks 3. Designing for public transport: <ul style="list-style-type: none"> - Street design requirements

		<ul style="list-style-type: none"> - Bus stop requirements - Bus stop locations
10.05.19	CBC Highways	Detailed Street Design as a new section
10.05.20	CBC Highways	Amend final sentence to read: Often the building line and ground floor activities can have a calming effect but it can also be necessary to provide other speed reducing features within the overall design, such as the use of shared spaces , street narrowing, the presence of parked vehicles and gateway features, as well as the perception of sharing.
10.05.28	CBC Highways	Amend paragraph to read: Cross roads should be avoided but may be considered acceptable....
10.05.30	CBC Highways	Wording to be revised in consultation with CBC Highways.
10.05.32	CBC Highways	Amend paragraph to read: Trees within sightlines will only be considered if they are clear stemmed up to a height of 2.00m and their effect on do not impact on overall visibility is not significant.
10.05.36	CBC Highways	Move section adjacent to pedestrian section.
10.05.36	CBC Highways	Amend paragraph to read: Pedestrian crossings should be implemented on desire lines, and the choice of crossing will depend on vehicle flows and speeds. ...
10.05.39	CBC Highways	Amend paragraph to read: On higher order routes with high pedestrian flows or with speeds of 30mph and above , Pelicans, Puffin or Toucan crossings may be appropriate.
Figs 10.66 and 10.67	CBC Highways	Replace figures to provide more locally contextual photographs
10.05.40	CBC Highways	Move section adjacent to pedestrian and cycling section.
10.05.40	CBC Highways	Add sentence to the end of second bullet point: The removal of the centre line can be used to give the appearance of carriageway narrowing.
10.06	CBC Highways, CBC Planning, DLA	Section to be revised in consultation with CBC Highways, to clarify CBC's approach to materials and emphasise the need for early discussions with the Council on future maintenance cost of materials.
10.06.06	CBC Highways	Surface dressing product confused with aesthetic products (Golden Gravel) when proper inlay

		required – amend text accordingly
10.06.18	CBC Environmental Policy	Include reference to SUDS in roads to cover roadside water gardens, filter strips and swales within verges. Wording to be revised in consultation with CBC Environmental Policy.
Fig 10.91	CBC Highways	Delete image
10.06.20	CBC Highways	Insert cyclists and drivers at the end of the second sentence.
10.06.22	CBC Highways	Wording to be revised in consultation with CBC Highways. Amend paragraph to read: Lighting should generally be provided by overhead street lamps with full cut off lanterns utilising directional, white light LEDs or such improved technology approved by the Council . To minimise clutter, particularly where buildings are located close to the rear of the footway, consideration may be given to attaching lamp units to buildings. Whilst the mounting height and spacing of lighting units will need to ensure appropriate levels of illumination, it should relate to traffic flows, street widths and scale of development. Consideration must be given to the placing of lighting in relation to property frontage.
Fig 10.93	CBC Building Control	Change photo example of sign which is mounted at a low level and does not accord with CBC approach.
10.06.23	English Heritage	Include reference to Historic Environment supplement and Include new images to demonstrate examples of appropriate street furniture.
10.06.30	CBC Public Art	Insert new section after 10.06.30 to read: Public Art can be a useful way to improve and define movement legibility and navigation of streets and spaces. Public Art can help to create a sense of place and contribute to the design, theme and character of a development for example artists can design and influence a number of key features of a development such as signage, way markers, hard and soft landscaping, bollards, street furniture, tree grills, floor treatments and surfacing. Refer to the Public Art supplement for more guidance.
10.07	CBC Highways, CBC Planning, DLA	Revise adoption section in consultation with CBC Highways to set out key information and strengthen reference to the Council's General Specification for Estate Roads.

10.07.20	Tom Chevalier, Resident	Remove reference to CBC's street lighting document as document is out of date and reword as appropriate
10.08	CBC Planning	Update policies and guidance